

WINE AND SPIRIT MERCHANT

CHILTON & CO.

MAKERS OF FINE WHISKY AND BRANDY

QUEEN'S ROAD

The China Mail

ESTABLISHED 1845

ST. GEORGE'S BUILDING

DISS BROS.

Tailors.

18,648

號三月正年七零百九千一英

HONGKONG, THURSDAY, JANUARY 3, 1907.

日九十月一十年午戊

PRICE, \$3.00 Per Month

SHERRIES.

PALE FINO:
Cande de Torres Cabrera ... \$12.00.

DINNER SHERRY:
Cande de Torres Cabrera ... 16.00.

PER CASE OF 1 DOZEN QUARTS.

MAGEWEN, FRICKEL & CO.,
1815 3, DUDDELL STREET.

Intimations.

WHO'S WHO IN THE FAR EAST.

THE ONLY BOOK OF REFERENCE WHICH GIVES BIOGRAPHIES OF THE PROMINENT MEN OF THE FAR EAST IS NOW ON SALE.

Price ... \$10.

FORWARDED TO ANY ADDRESS.

OBTAINABLE FROM THE PUBLISHERS—

8, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, July 10, 1906.

WANTED.

A CHINESE CLERK AND DRAUGHTSMAN IN THE SANITARY DEPARTMENT.

Salary: \$480 to \$600 by \$50 annually.

For particulars, apply to the SECRETARY, Sanitary Board.

J. M. ATKINSON, P.O.M.O.

Hongkong, January 1, 1907.

NOTICE.

I Have This Day resumed business as HONGKONG AGENT for Messrs CASTLE BROS. WOLF & SONS of Manila.

WM. W. WILSON.

Hongkong, January 1, 1907.

NOTICE.

FROM this day we TRANSFER OUR BUSINESS to Messrs DEACON & CO.

ROWE & CO.

Canton, December 31, 1906.

NOTICE.

I Have This Day OPENED my OFFICE on the 1st Floor, No. 14, DES VŒUX ROAD CENTRAL.

REGINALD HARDING.

Solicitor and Notary Public.

Hongkong, January 1, 1907.

NOTICE.

WE have this day OPENED a BRANCH OFFICE at CANTON, and have authorized Mr. J. T. B. de SILVA to sign our firm for Procurement there.

ORUZ, BASCO & CO.

Hongkong, January 1, 1907.

NOTICE.

THE INTEREST AND RESPONSIBILITY of Mr. CHATER PAUL CHATER in our firm ceased on 31st December, 1906.

VERNON & SMITH.

Hongkong, January 1, 1907.

NOTICE.

THE INTEREST AND RESPONSIBILITY of Mr. ROBERT HUNTER BRUCE in our firm ceased on 31st December, 1906.

TAIT & Co.

Amoy, January 1, 1907.

CANADIAN PACIFIC RAILWAY COMPANY.

NOTICE.

IN conformity with telegraphic instructions received from the R.R. & O. OFFICE, the Undersigned ASSUMES CHARGE of the Company's business at China Ports from this date, in succession to Mr. D. E. BROWN, transferred.

D. W. CRADDOCK.

General Traffic Agent for China.

Hongkong, January 1, 1907.

LOST.

A GOLD LOCKET SIGNET RING with Green Stone. Finder will be Rewarded on returning to M. P. B.

Care of "China Mail" Office.

Hongkong, December 31, 1906.

2451

Business Notices.

INNES' PATENT METALLIC ZINC POWDER.

THE RELIABLE PREVENTATIVE OF CORROSION IN BOILERS.

W. S. BAILEY, Sole Agents.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. POWAN, 2,338 tons, Captain W. A. Valentine.

s.s. FAISHAN, 2,260 tons, Captain R. D. Thomas.

s.s. KINSHAN, 1,995 tons, Captain J. J. Lousias.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 9 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on week days at 2 p.m. Sunday Special Excursions leaving Hongkong at 9.30 a.m. and a Second Departure about 7 p.m.

Departures from Macao to Hongkong on week days at 7.30 a.m. On Saturdays a Second Departure about 7.30 p.m. On Sundays at 3 p.m. (See Special Express).

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SALNAM, 568 tons, Captain J. Wilcox.

s.s. NANNING, 568 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the —

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HORSE MANUFACTURERS (First Floor), opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

THEATRE ROYAL GRAND ORCHESTRAL CONCERT

WEDNESDAY, the 9th JANUARY, 1907, at 9 p.m.

BY THE BAND OF S.M.S. 'FUERST BISMARCK.'

PLAN now Open at ROBINSON PIANO Co., Ltd.

Doors Open 8.30. Commencing 9 p.m.

Hongkong, January 2, 1907.

THEATRE ROYAL CITY HALL

THE ST. GEORGE'S A.D.C.

(By Special Arrangement with Mr. BANDMANN)

will produce a FARCE in THREE ACTS Entitled

'ARE YOU A MASON?'

by E. FROHMAN and GEORGE EDWARDS

FRIDAY, JANUARY 11.

SATURDAY, JANUARY 12.

MONDAY, JANUARY 14.

Doors Open at 8.30 p.m.

Performances at 9 p.m.

Booking at the ROBINSON PIANO Co.

PRICES: \$3, \$2, \$1.

Soldiers and Sailors in Uniform Half Price to Pit Stalls, and 1st.

Hongkong, January 2, 1907.

NOTICE.

TOTAL FUNDS at 31st December, 1906, £17,837,119.

Authorized Capital £25,000,000.

Subscribed Capital £25,000,000.

Paid-up Capital £2,887,500 0 0.

II—Fire Funds £3,386,730 19 8.

III—Life & Annuity Funds £15,768,888 18 5.

£17,837,119 8 1.

Revenue Fire Branch £5,061,044 19 8.

Life & Annuity Branch £1,718,808 19 10.

£3,779,853 19 8.

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO., Agents.

537

CLEARANCE SALE

AT CHEAPEST PRICES.

SILVER WARE, IVORY, JAPANESE TEA-SERIES, LACQUERED WARE, CHINESE PORCELAIN, AND CHINESE SILK HANDKERCHIEFS, etc.

HANG LEE & Co., No. 4, Queen's Road Central, Opposite CONNAUGHT HOTEL.

Hongkong, December 17, 1906.

CHEAP SALE.

SEE LEE & CO.

DEALERS IN LADIES' WRAPPERS, BLOUSES, WHITE PETTICOATS & UNDERWEAR, LACE AND EMBROIDERY, AND ALL KINDS OF CLOTH.

No. 68, Wellington Street.

Hongkong, December 27, 1906.

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS APPLY TO THE MANAGER.

DR. T. YAMASAKI

Dental Surgeon (JAPANESE DIPLOMA).

34, QUEEN'S ROAD CENTRAL Opp. Post Office.

DR. H. ISHIWARA

Dental Surgeon (JAPANESE DIPLOMA).

244, SHAMSHIN, CANTON.

Fees Very Moderate.

Latest American Methods.

NO CHARGE FOR EXAMINATION.

Hongkong, December 1, 1906.

5310

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS: BELL'S ASBESTOS CO., LTD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.

OFFICE:—6, DES VŒUX ROAD.

LANE, CRAWFORD & CO.

SOLE AGENTS FOR

MACKIE'S

WHITE HORSE WHISKY.

Price: \$13 PER DOZEN.

LANE, CRAWFORD & CO.

Hongkong, December 27, 1906.

MEE CHEUNG, PHOTOGRAPHER

(Ice House Lane).

TYPHOON PICTURE POSTCARDS

NOW ON SALE.

ALSO THE TYPHOON ALBUM, WITH A COMPLETE SERIES OF OVER 50 SCENES.

Hongkong, November 27, 1906.

KELLY & WALSH, LTD.

SIR NIGEL, by A. CONAN

DOYLE White Fang, by Jack London. 1.75

Beyond the Wall, by J. H. Foxhall. 1.75

The Patriot, by Antonio Fogazzaro. 1.75

The Great Court Scandal, by W. Le. 1.75

Queux, by J. H. Foxhall. 1.75

The Iron Gates, by A. E. Holdsworth. 1.75

The Langensville Inheritance, by A. G. Fox-Davies. 1.75

The BRITISH JOURNAL OF PHOTOGRAPHY ALMANACK, 1907. 70

Lloyd's Calendar, 1907. 80

The 'Winning Post' Annual. 80

The Paming of Korea, by H. B. Hulbert. 11.00

The Sign of Society, Words Spoken by Father Vaughan. 3.50

The 'International' Pricing Tables and Percentage Reckoner Rising by 1% to 99% in British or Foreign Currency. 14.50

Studies and Recreations in Formal Logic, by J. N. Keynes. 7.00

Plant Breeding, by L. H. Bailey. 3.75

Highways and Byways in Berkshire, by J. E. Vincent. 4.00

See Songs and Ballads, Selected by C. Stone, Introduction by Sir O. Bridge. 2.00

British Dogs at Work, by A. Croxton Smith. \$5.50

'WAYS THAT ARE DARK' Some Chapters on Chinese Etiquette and Social Procedure, by W. Gilbert Walsh. \$3.00.

The Garden Beautiful, Home Woods, Home Landscapes, by W. Robinson. \$7.75

A Much-Abused Letter, by G. Tyrrell. 2.00

A History of Ten Years of Automobility, by Lord Montagu. 9.25

THE IMPERIAL ANGO-CHINESE DIARY, \$1.50.

ANGLO-CHINESE DATE BLOCK 75 Cents.

The Nautical Almanack, Diaries and Calendars.

CHRISTMAS NUMBERS OF THE ILLUSTRATED PAPERS AND MAGAZINES.

ANGLO-CHINESE DATE BLOCK 75 Cents.

The Nautical Almanack, Diaries and Calendars.

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ANGLO-CHINESE DATE BLOCK 75 Cents.

The Nautical Almanack, Diaries and Calendars.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS
8a, QUEEN'S ROAD CENTRAL.

JAPAN COALS.

NETSU BUSSAN KAISHA
(NETSU & CO.)
HEAD OFFICE: 1, SUZUKI-CHO, TOKYO.
LONDON BRANCH: 24, LARK STREET, E.C.
HONGKONG BRANCH: 1, PRINCE'S BUILDING, 1st Floor, Street, First Floor.
OTHER BRANCHES:
Yokohama, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Kobe, Nagoya, Osaka, Kobe, Maitama, Kure, Shimonoeki, Moji, Waka-
nabe, Karatsu, Nagasaki, Kuchino, Sasebo, Matsuyama, Miike, Hakodate,
Vladivostok.
Telephone Address: 'NETSU' (A.B.C. and A 1 Codes).
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the
State Railways, Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamato, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Hondo, Kanada, Fajinotana, Mamada, Mannoura,
Onoda, Oishi, Sasagawa, Tsurubaru, Yoshimoto, Yohio, Yumokibaru, and other
Coals.
S. TANAKA Manager, Hongkong.
Hongkong, October 4, 1906.

**ALL THAT IS NEEDED
TO APPLY**

RUBEROID ROOFING

15 YEARS
RECORD FOR DURABILITY AND
EFFICIENCY.
LIGHT-COOL AND WATERTIGHT.
SEND FOR SAMPLES AND PRICES.
TO THE SOLE AGENTS:
**THE UNITED ASBESTOS
ORIENTAL AGENCY, LD.**
DODWELL & CO., LD.,
General Managers.

WELLINGTON KNIFE POLISH
WELLINGTON SILVERSMITHS
BLACK LEAD SOAP FOR CLEANING
PLATE.
POLYBRILLIANT METAL POMADE
NEVER BECOMES DRY & HARD LIKE OTHER METAL POLISHES.
JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILL, LONDON.

**THERE IS NO DOUBT
THAT**
Where Eno's 'Fruit Salt' has been taken in the earliest stages
of a disease it has in innumerable instances prevented a serious
illness. The effect of
ENO'S 'FRUIT SALT'
upon any diseased, sloping, or feverish condition is simply
marvellous and unsurpassed. In fact it
IS
NATURE'S OWN REMEDY
CAUTION—Beware of cheap imitations and see that the name **ENO'S 'FRUIT SALT'**
appears on the wrapper of the bottles of **ENO'S 'FRUIT SALT'**.
Prepared daily by **W. G. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, E.C.**
Solely by **W. G. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, E.C.**
Sold by Chemists and Stores everywhere.

Intimations.

NETSU BISHI GOSHI KWAISHA
(NETSU BISHI CO.)
COAL DEPARTMENT
MARUNO-UCHI, TOKYO.
CABLE ADDRESS: 'IWASAKI'
Which applies to all Branch Offices.
At A.B.C. 5th Edition, Western Union
Codes used.
All Letters Addressed to:
MANAGER, NETSU BISHI CO.,
with name of place under.
BRANCH OFFICES:
NAGASAKI, MOJI, KOBE, KANAGAWA,
SHANGHAI, HONGKONG AND HANKOW.
AGENCIES:
YOKOHAMA: M. ARADA, Esq.
CHINKIANG: Messrs. GRADING & CO
MANILA: Messrs. MACDONALD & CO.
SOLE PROPRIETORS of Takasima,
Ochi, Shigeno, Natsuzaki and Kani-
Yamada Collieries and also Hojo Colliery,
which will shortly be ready to produce on a
large scale the best Bureau Coal.
The Head and Branch Offices and the
Agency of the Company will receive any
order for Coals produced from the above
Collieries.
T. MATSUKI, Manager, Hongkong,
No. 2, PRINCE STREET.
Hongkong, April 25, 1906.

TO LET.
NO. 1, WEST END TERRACE, SHA-
WEEK, CANTON.
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, December 10, 1906.

TO LET.
A HOUSE IN KNOTSFORD TER-
RACE, KOWLOON.
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, August 1, 1906.

W. G. HUMPHREYS & CO.,
BANK BUILDINGS.
Hongkong, May 18, 1906.

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**
(IN LIQUIDATION)
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
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6.00 p.m. to 6.30 p.m. Every 15 minutes.
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"tish" orders to San Francisco have first consideration, to the great detriment of produce from the Western States.

SERIOUS RIOTING AT NANTES.

SAN FRANCISCO, Dec. 31.—Serious rioting has broken out at Nantes (France) owing to the evacuation of the Church property. Thousands of the excited congregations of the Catholic churches gathered yesterday morning, and led by priests they made an attack on the Government forces and commissioners. The troops were compelled to fire on the mob, and several were killed and injured. Rioting still runs high, and additional troops have been ordered to the scene.

EDUCATIONAL BILL WITHDRAWN.

SAN FRANCISCO, December 31.—Owing to the uncompromising attitude adopted by the House of Lords, who refused to reconsider their amendments, the Educational Bill has been withdrawn. Contrary to expectations Parliament will not be dissolved at present.

TO TUNNEL MOUNT BLANC.

SAN FRANCISCO, December 31.—France, Italy and Switzerland have agreed on a plan to run a tunnel through Mount Blanc.

AWAKENING OF CHINA.

A Peking Exhibition.

A correspondent writing to the China Times on Dec. 1 from Peking says:—The new national exhibition hall which was opened last Monday in Peking has passed over the most sanguine expectations of its promoters. The building has been daily crowded with Chinese of all classes, but especially of the higher official class who have come to study the products and the potential producing capacity of their country, and with foreigners interested in noting the advance which China is making toward the manufacture of goods commonly known as "foreign." That many of the articles which heretofore have been classed as "foreign" and which have been the basis of much of the imports into China in the past, are now being made in this country and by native initiative, native capital and native labour, is one of the most obvious as well as one of the most interesting lessons which the exhibition has to teach. Machinery which up to the present has had to be imported from Europe or from the United States is now sent up from the native machine shops of Hu Pei for the inspection of cloth manufacturers of the capital. Rifles from the native arsenals, made with a technical skill and finish comparable with, if not yet equal to, the best products of the West, and a hundred and one other results of the recent economic awakening of the Empire, which needed only to be brought before the eyes of the foreigners as well as the Chinese to call forth the admiration of both, are receiving their just share of appreciative comment.

The Exhibition Hall is a magnificent building of foreign architecture, standing just outside of Ch'ien Men, in the busiest centre of the commercial city. It is built of light-coloured brick, and has a frontage of over a hundred feet, stretching back to a depth of sixty feet, and is three stories high. It has been in the process of construction for over a year, under the supervision of the Board of Commerce, the promoters of the plan to establish in the capital a place where the industrial products of the people could be brought to the attention of a new market. A nominal charge of two cents is made for admission. The Hall is open to the public daily, between 10 a.m. and 4 p.m. except on Mondays, when it is open during the same hours but only to women.

The third floor of the building is devoted to the display of goods for sale. Cloisonné, furs from Manchuria and Mongolia, furniture of Peking manufacture and native reprints of foreign books form the chief parts of these exhibits. The two other floors are devoted entirely to exhibition and not sale. Among the most interesting exhibits are a number of foreign-modelled cotton looms manufactured at the technical school in Hu Pei, arranged with partially woven articles still in the machinery, and a crude iron fire engine with hose attached. The process of all manufacture is shown from the beginning to the time when the finished product is ready for the consumer. Several cases are devoted to delicate scientific instruments, while others are given over to botanical and ornithological specimens illustrating the flora and fauna of the Empire. Shan Tung's famous ink cakes and the cotton and linen goods of the southern and central provinces are also in evidence, as well as a number of exquisite pieces of embroidery executed by Chinese women in northern Chih Li.

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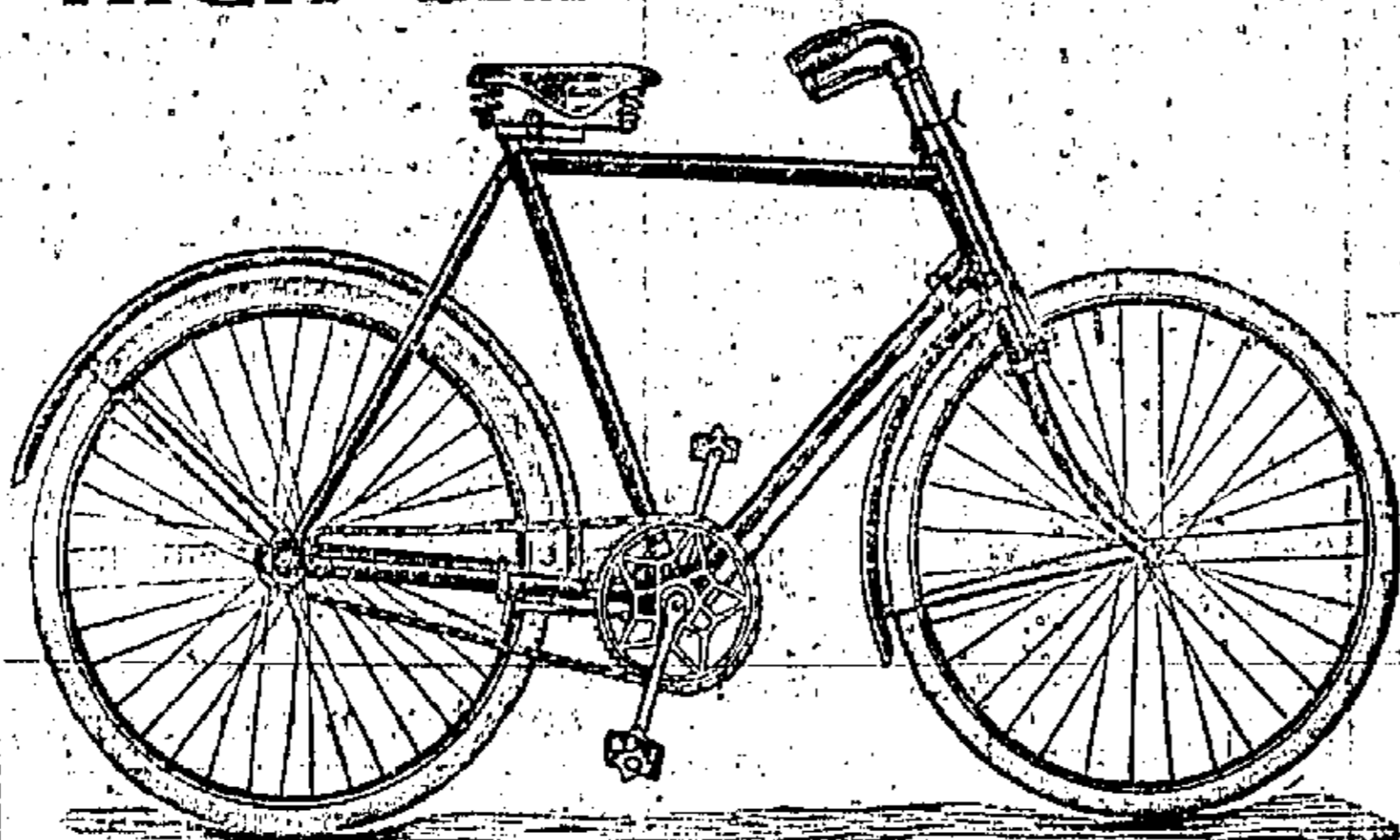
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for 41 lines, 210 cents; for 42 lines, 215 cents; for 43 lines, 220 cents; for 44 lines, 225 cents; for 45 lines, 230 cents; for 46 lines, 235 cents; for 47 lines, 240 cents; for 48 lines, 245 cents; for 49 lines, 250 cents; for 50 lines, 255 cents; for 51 lines, 260 cents; for 52 lines, 265 cents; for 53 lines, 270 cents; for 54 lines, 275 cents; for 55 lines, 280 cents; for 56 lines, 285 cents; for 57 lines, 290 cents; for 58 lines, 295 cents; for 59 lines, 300 cents; for 60 lines, 305 cents; for 61 lines, 310 cents; for 62 lines, 315 cents; for 63 lines, 320 cents; for 64 lines, 325 cents; for 65 lines, 330 cents; for 66 lines, 335 cents; for 67 lines, 340 cents; for 68 lines, 345 cents; for 69 lines, 350 cents; for 70 lines, 355 cents; for 71 lines, 360 cents; for 72 lines, 365 cents; for 73 lines, 370 cents; for 74 lines, 375 cents; for 75 lines, 380 cents; for 76 lines, 385 cents; for 77 lines, 390 cents; for 78 lines, 395 cents; for 79 lines, 400 cents; for 80 lines, 405 cents; 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for 160 lines, 805 cents; for 161 lines, 810 cents; for 162 lines, 815 cents; for 163 lines, 820 cents; for 164 lines, 825 cents; for 165 lines, 830 cents; for 166 lines, 835 cents; for 167 lines, 840 cents; for 168 lines, 845 cents; for 169 lines, 850 cents; for 170 lines, 855 cents; for 171 lines, 860 cents; for 172 lines, 865 cents; for 173 lines, 870 cents; for 174 lines, 875 cents; for 175 lines, 880 cents; for 176 lines, 885 cents; for 177 lines, 890 cents; for 178 lines, 895 cents; for 179 lines, 900 cents; for 180 lines, 905 cents; for 181 lines, 910 cents; for 182 lines, 915 cents; for 183 lines, 920 cents; for 184 lines, 925 cents; for 185 lines, 930 cents; for 186 lines, 935 cents; for 187 lines, 940 cents; for 188 lines, 945 cents; for 189 lines, 950 cents; for 190 lines, 955 cents; for 191 lines, 960 cents; for 192 lines, 965 cents; for 193 lines, 970 cents; for 194 lines, 975 cents; for 195 lines, 980 cents; for 196 lines, 985 cents; for 197 lines, 990 cents; for 198 lines, 995 cents; 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for 275 lines, 1380 cents; for 276 lines, 1385 cents; for 277 lines, 1390 cents; for 278 lines, 1395 cents; for 279 lines, 1400 cents; for 280 lines, 1405 cents; for 281 lines, 1410 cents; for 282 lines, 1415 cents; for 283 lines, 1420 cents; for 284 lines, 1425 cents; for 285 lines, 1430 cents; for 286 lines, 1435 cents; for 287 lines, 1440 cents; for 288 lines, 1445 cents; for 289 lines, 1450 cents; for 290 lines, 1455 cents; for 291 lines, 1460 cents; for 292 lines, 1465 cents; for 293 lines, 1470 cents; for 294 lines, 1475 cents; for 295 lines, 1480 cents; for 296 lines, 1485 cents; for 297 lines, 1490 cents; for 298 lines, 1495 cents; for 299 lines, 1500 cents; for 300 lines, 1505 cents; for 301 lines, 1510 cents; for 302 lines, 1515 cents; for 303 lines, 1520 cents; for 304 lines, 1525 cents; for 305 lines, 1530 cents; for 306 lines, 1535 cents; for 307 lines, 1540 cents; for 308 lines, 1545 cents; for 309 lines, 1550 cents; for 310 lines, 1555 cents; for 311 lines, 1560 cents; for 312 lines, 1565 cents; 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"suffragettes" eleven women being arrested.

RUSSO-JAPANESE NEGOTIATIONS.

(From the Koss Herald.)
St. Petersburg, Dec. 18.
The Russo-Japanese negotiations are again making favorable progress. Japan has made some concessions concerning the questions relating to the river Amur, but is insisting on her fishery claims.

Yokohama, Dec. 19.
Messages from St. Petersburg report that the "Novoye Vremya" is arguing the question of submission. It argues that if Japan should refuse to agree to this course she would place herself in a disadvantageous position.

JAPAN AND AMERICA.

Washington, Dec. 18.
Today (Dec. 18) President Roosevelt submitted to Congress the report made by Mr. Metcalf, Secretary of Commerce and Labor, concerning the anti-Japanese movement at San Francisco.

The report states that "It is a fact which is generally known at San Francisco that only comparatively few Japanese school children are qualified to attend the public schools. To establish a special school for them with all the necessary arrangements for instruction would be a very difficult matter. The matter of the mixing of races and children which is represented at San Francisco is worthy of consideration, and I see no objection to the proposal to segregate some of the Japanese on the ground of their age. The Federal Government has asked the Japanese to accept the constitutional guarantee which is in the matter has been not so much as to the actual segregation of the Japanese children as in regard to the attitude of the people towards the Japanese. I, however, firmly believe that public feeling in California is not more generally prejudiced than the necessity of enforcing the laws as to protect the lives and properties of the Japanese. On behalf of the Mayor of San Francisco, the Chief of Police of that City assured Mr. Metcalf that the Japanese would be protected. Strong guarantees have also been given for the protection of the Japanese property throughout the State of California in accordance with the provisions of the Treaty between Japan and America, full police and military measures being taken to ensure the security of the Japanese."

Mr. Metcalf's report, however, states that the President proceeded to state his own views as follows: "It is as clear as possible that the Federal Government must protect the Japanese in case the San Francisco police prove not to be strong enough for that purpose. In view of the national duty which the Treaty and the Japanese Government have assumed, it is the duty of the Federal Government to protect the Japanese in case the San Francisco police prove not to be strong enough for that purpose. In view of the national duty which the Treaty and the Japanese Government have assumed, it is the duty of the Federal Government to protect the Japanese in case the San Francisco police prove not to be strong enough for that purpose."

Following up the memorial of the late Viceroy Shun Kwangsi students in Japan have sent a petition to Peking urging the advisability of transferring the Provincial capital from Kuoilin to Nanning.

We are hoping for an energetic officer to look after the city and reduce the present chaos in our narrow streets to something like order for the present most of the space in the busiest thoroughfares is occupied by market stalls, baskets, etc.

Mr. Metcalf's report contains details concerning the segregation of the Japanese school children, the boycott of the Japanese restaurants, and the steps taken by the San Francisco education authorities in regard to the Japanese children.

Mr. Metcalf goes on to say that some educationists of the highest standing in the State take exception to the welcome accorded to the Japanese at Stanford University and declare that it is only San Francisco that has its eyes open on the Japanese school children question.

The boycott of the Japanese restaurant lasted for three weeks. Stones were thrown at the buildings, their windows were broken, and American customers failed to make proper payment for their food.

The Japanese, who are so numerous in the city, have been insufficiently protected and the people were in a state of panic. The attacks on the Japanese stirred racial feeling.

AMATEUR CABINET-MAKING.
London, December 24.
The customary lack of interesting news at Christmas time has stimulated London journalists to indulge in Cabinet-making. Reconstruction of the Ministry is taken for granted. Apart from the curiosity as to whether the Moderate or Advanced section of the Cabinet is to be re-inforced, the interest centres in the appointment of a successor to Mr. James Bryce, in the Chief Secretaryship of Ireland, especially in view of the probability that next session will be devoted to matters relating to Ireland.

The names of Mr. Augustine Birrell, Mr. Winston Churchill, Mr. John Balfour, Mr. Thomas Shaw, Mr. Sinclair, Mr. McKenna, Mr. Alington, and Mr. Macdonnell are mentioned as those of likely successors to Mr. Bryce.

VIOLETS' OUP.
Calcutta, December 20.
The following is the result of the Violets' Cup run to-day:

Fraserburg 1
Mallard 2
Master 3
Betting: 3 to 1 against Fraserburg, 4 to 1 against Mallard, 16 to 1 against Master.

Time 5 min. 38 sec. (which is a record). The time quoted above must, surely, be wrong, remarks the *Strait Times*. The distance for the Violets' Cup is a mile and a quarter and that for the English Coronation Cup one mile and a half. This event was won by Fray's Folly last year in 3 min. 35 sec. A message received previously to the result gives the betting as: 2 to 1 against Saloon, 3 to 1 against Mallard and Fraserburg, 7 to 1 against Stirlingburg, 10 to 1 against Saurian and Master.

A FOLLOWER OF INFLUENZA.
Many persons find themselves affected with influenza, and a cold after an attack of influenza. As this cold can be promptly cured by the use of Chamberlain's Cough Remedy it should not be allowed to run on until it becomes troublesome. For sale by all chemists and druggists.

TWO NEW RIVER STEAMERS.

To Run to Macao.

As announced by our Shanghai Correspondent some weeks ago the Hongkong, Canton and Macao Steamship Company has obtained two new steamers which are to be placed on the Macao run. The new boats are the "Sui An" and the "Sui Tai" both of which were formerly engaged in the Yangtze trade and are very suitable for the Steamship Company's purposes.

These steamers are now in the harbour and are to be placed on the Macao run as soon as they have been passed by the Government Surveyor. It is expected they will be able to take up the running some time next week. The "Huangshan," which was formerly on the Macao run, will then be transferred to the Canton run and a greatly improved service will be given.

On the Canton run there will be four boats, two day and two night boats, and the two new steamers will be devoted to the Macao business, one leaving Hongkong and the other leaving Macao every morning.

The Macao line will thus have a more regular service than it had even before the typhoon of September, and the Company will be able to maintain the utmost regularity on both lines and provide ample accommodation for their passengers, both European and Chinese.

KWANGSI NOTES.

(From Our Correspondent.)

NANNING, December 21.
The weather during the latter part of December has been quite warm. The thermometer in the house registering nearly 80. There has been a long drought and something like a famine threatens, we are afraid, as rice is becoming dearer and the price of vegetables remains about the same.

In spite of very low water two or three steam launches can still accomplish the journey to Wuchow. If the channels in some of the rapids were widened and rocks here and there blasted away vessels of much greater draught would be able to reach Nanning and would soon open up a greatly increased trade that would amply compensate for the expense incurred.

It is now stated that it has been definitely decided to open Nanning as a treaty port early next year and a "Pal" in now being built at Wuchow, which, when completed, will be towed here for the use of the customs.

Following up the memorial of the late Viceroy Shun Kwangsi students in Japan have sent a petition to Peking urging the advisability of transferring the Provincial capital from Kuoilin to Nanning.

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THE "SALAM" PIRACY.

The following letter, in which are embodied the views of the Committee of the China Association on the subject of the "Salam" piracy, is published in the report of the local branch of the Association.

To Mr. Joseph Welch, Esq., Under-Secretary, China Association, 153, Cannon Street, London, E.C.

DEAR SIR.—The following telegraphic message was despatched to you on the 16th instant:—

"With reference to British Government's refusal to support owners' claim for consequential losses 'Salam' piracy, Foreign Office not to commit themselves to this attitude with the Chinese Government pending further representations from here by mail."

The decision of His Majesty's Government not to recognize the claim in question was conveyed to the owners of the "Salam" through H.B.M. Consul-General at Canton in a letter from him dated November 6th. No reasons were given for this decision. There was no hint that exception had been taken to the amount of the claim; no suggestion to indicate that a smaller one would have received greater consideration; the letter contained merely a brief intimation that the claim could not be supported. But from a rider stating that for any out-of-pocket expenses actually incurred a claim would be considered reasonable the inference may be drawn that any other kind of claim is regarded as unreasonable. The owners have appealed to us for assistance in rebutting this new view of an old problem. If it is about to be adopted by His Majesty's Government there will be very general rejoicing among the rulers of all semi-civilized and turbulent peoples and very serious doubts entertained as to the wisdom of it among those who have interests at stake among them. Hitherto the infliction of fines and penalties upon delinquent rulers of such peoples, as consequential damages done by disorders in which the subjects of civilized nations have suffered, has been regarded as a legitimate weapon to use in the fight for the establishment of law and order in the world—the fight between civilization and barbarism—the fight in which England is supposed to be taking a leading part. If there are to be no more indemnities there will be many more disorders and especially will this be the result in South China. In this opinion the members of my Committee are unanimous and at a meeting held to discuss the matter it was decided to represent the case to you again.

In the original instance your support was invited because it appeared to be a matter of importance that the Provincial Officials, who we presumed, would in the last resort be called upon to meet the claim, might be made to realize an inconvenient to themselves in tolerating a continuance of the existing state of lawlessness under which outrages similar to that perpetrated upon the "Salam" are liable to occur. Our opinion was and is that only through the agency of pecuniary penalties can they be made to feel any unpleasant consequences of that pernicious policy which is at the root of the evil. They will employ the useful men and provide the necessary funds only when the conviction has been brought home to them that, in the long run, this is a more economical system of dealing with piracy than the present more immediately lucrative method of pocketing the money required to put it down. This view of the matter, as was said, mainly influenced us at first in taking up the owners' case and chiefly inspires us now to pursue it. Here we must protect ourselves against being misunderstood to mean that we were indifferent to the nature and extent of the claim. We were not. We apprehended that it might seem to some excessive. We said so. But we pointed out the necessity of bearing in mind the fact that for the best part of ten years the steamship companies have been driven by the difficulties of the situation to carry on a losing fight for a footing in the slowly developing West River trade. The capital actually expended in pioneering this trade amounts to a million dollars or more. No return upon this sum has been received during the pioneering period but the prospects were gradually improving; people were beginning to appreciate the advantages offered by the service, and profits were well within sight when the enterprise was suddenly blasted by this curse of unrestrained piracy, or highway robbery, or whatever the Consul duly elects to call it. In so far as there was formerly a belief in the efficacy of the protection afforded by the British flag the British companies are now worse off than they were—chief advantage over native competitors having been largely swept away. The theory of the claim is that prospects anterior to the "Salam" outrage have been thrown back to badly that it will take three years to repair the loss and the amount of the latter was estimated by taking the total capital sunk and working out the interest at 8 per cent. for the first year, 6 per cent. for the second, and 5 per cent. for the third. These rates of interest may have seemed rather high to minds accustomed to the lower ones ruling in Europe but it should be pointed out that 8 per cent. is the rate ruling in this Colony, as evidenced by the fact that judgment debts carry it.

In our view the amount of actual out-of-pocket expenses is no measure of the harm done to the owners and we submit that the sum back to their trade is as much a proper subject of compensation as money expended in repairing material damages. On the whole therefore we incline to the opinion that, admitting the plea of consequential losses, a fairly good case could be made out for the amount of the claim put forward. At the same time we are prepared to admit that a contention in favour of its reduction might reasonably be set up.

Our main concern however is not with the amount of the claim nor with the disposal of the claim. Our main concern is to urge upon you the desirability of persuading the Foreign Office that a claim of some sort, or, at least, above the amount which they have so far admitted is reasonable, is both reasonable and necessary. Let the amount be assessed at anything they please; let it be described either as consequential or as exemplary damages or simply as an indemnity; and let the Foreign Office do with it as they will in accordance with the suggestion now made by the owners, in the letter enclosed. These are mere details. Our sole aim is to vindicate the principle of exacting exemplary damages for the nonfulfilment of treaty obligations. By refusing to support some such claim in the present instance the Foreign Office would provide the Chinese with a precedent dangerous in the extreme because so simply based upon the assumption that the flag can be greatly violated without any loss to the Government directly responsible other than that entailed by being called upon to pay a paltry bill of repairs and some small compensation for lives lost or ruined. The precedent would operate seriously to the detriment of the prospects of British trade in West River waters and would no doubt be followed with satisfaction by those sufficiently crafty to desire to discourage it. As has already been pointed out the theoretically greater security offered by the fancied protection of the flag is the principal advantage which has hitherto enabled British shipowners to compete for a share in that trade. Unless the damaged theory can be rehabilitated; unless the protective power of the symbol of British protection and power is vindicated, the question will shortly arise as to whether the shipowners will not be forced either to withdraw from the contest altogether, or to use the protection of some other foreign flag.

The well-known unwillingness on the part of the Foreign Office to support claims of a pecuniary nature made in China originates no doubt in a high-minded view of the duties of a Great Power towards a relatively weaker state and in so far as it derives from this motive no right-thinking person would wish it to change. Partly, however, it may be interpreted as a concession to that popular but frequently mistaken emotion of benevolence, which is apt to side with weakness irrespective of justice and which is ever ready to prompt condemnation of the Governments of other Great Powers for enforcing such claims when proffered by their subjects. It is unfortunately the case that there have been many instances during the last few years in which it would appear that extortion has been practised upon the Government of China but it does not seem right that a natural reaction in sentiment against these things should be directed towards denying a sympathetic consideration of the legitimate grievances of subjects of the one Power which has invariably regarded them from a fatherly jealousy. As regards the mere vaguely emotional feeling of sympathy which appears to dictate the line of policy against which we are protesting, it only remains to be said that real practical benevolence does not consist in making it easy for weak or fallacious people to regard the obligations of a Great Power as a mere matter of expediency but in keeping them up to the duties. Two feelings to China manifest itself not in condoning her failures but in enforcing her responsibilities.

In conclusion we venture to express the hope that the views of the matter will appear to you and that you may see your way to put it forward.—Yours faithfully,

M. STURGEON,
Chairman.

Nov. 20, 1906.

NORTH RIVER HAPPENINGS.

(From Our Correspondent.)

YINGTAI, December 26.
In the Wung-an district, which joins the Ying-tai district on the south east, quite a riot is going on. Owing to the great scarcity of rice in the regions lower down the river the first demand is being made from the upper country for supplies, and the people, seeing that the withdrawal of large quantities of the grain will mean that their only means of subsistence will become dearer to them, have banded together to prohibit the sale of rice to outside districts. They have also prevailed upon the magistrate of the district to support them and have placed guards along the river to stop all the out-going rice boats. On December some rice boats attempted to run the blockade but the guards were too wide awake for them and the result was the destruction of the boats and their cargoes.

In the Lin Ping district there is a section of country around Pi Tzu which is infested with robbers and other Chinese bad characters. This place was given the people much trouble. In the early autumn the Government sent up a young military officer from Shun-hing with power to settle the country, using any methods he thought best. Quietness already commenced to prevail in the mountain passes and the officer told the writer as he passed through the district the other day, that he had already beheaded thirty people.

The Basel Mission has just bought some property in Lin Ping City where they expect to station several foreigners shortly. This is a large city and a long way from the open ports.

The Rev. Mr. Robinson and Rev. Mr. Hutchinson, of Shui Kwan, and Rev. Mr. M. L. Brown, of the Chinese Baptist Publication Society, Canton, with the American Vice-Consul General of the same place, are spending their holidays here with Dr. and Mrs. Hayes.

NO OPIUM IN CHAMBERLAIN'S COUGH REMEDY.

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THE CHINA ASSOCIATION.

Annual Report of Hongkong Branch.

The following is the report of the Hongkong Branch of the China Association. The annual meeting is to be held on January 5. In presenting to members the Annual Report of the Hongkong Branch of the China Association it has hitherto been the custom to publish in the form of an Appendix the correspondence upon which it is based. The necessity for this in the present instance has been obviated by the London Branch issuing an Interim Report containing the principal letters despatched from here during 1906. The local Committee has therefore decided to base this year's report upon that communication and a copy is now being forwarded to each member.

Our work as displayed in the contents will be seen to divide itself into four distinct series of letters and telegrams dealing with as many separate questions. These communications have been arranged in groups under the particular heading to which they refer and in chronological order within each group.

The first group comprises correspondence relating to the incident of the forcible seizure by the Viceroy of Canton of a quantity of coal in effective possession of the "British Bank." Representations of the illegality of this proceeding, simultaneously made from several quarters, soon brought sufficient pressure to bear upon the Viceroy to persuade him of the inadvisability of persevering in an unvarnished action and the matter was eventually settled to the satisfaction of the complainants. It is anticipated that the representations made from here on this subject will meet with the approval of members.

Similarly it is anticipated that the more voluminous correspondence relating to the Kowloon-Canton Railway will not be disapproved of. There has been but one opinion in the Association these many years as to the importance of pushing on with that enterprise. The thanks of the Committee are due and are hereby gratefully rendered to H. E. the Governor for placing at our disposal the statistics made available for his information from articles appearing in the Chinese newspapers on the subject of the scheme to build an opposition line from Canton to Whampoa. Sir Matthew Nathan has kept a close watch upon the development of this idea and his vigilant oversight enables us to see from the correspondence, to supply the London Branch with evidence supplementary to other sources showing the drift of native opinion and displaying the attitude of the Provincial Authorities towards the scheme. Its danger to the future prosperity of Hongkong has been pointed out by the Association in the subject of many representations from this Association during the last two years but is now no longer thought to be threatening in view of the recent success attending the negotiations of the British and Chinese Commission in Peking. A letter written subsequent to these negotiations in the question records the Colony's satisfaction in respect of the signing of the final Agreement for the loan required to build the Chinese section of the line and expresses the hope that the supplementary agreement, necessary to ensure harmonious co-operation between the Colonial Government and the Provincial Officials in the working of the line as a whole, will soon follow.

As regards the Association's activities in directing attention to piracy on the West River the aim of agitation has been to involve the aid of the Imperial Government to enforce the law and to induce the Provincial Authorities to take the long run in less inconvenient and more economical to provide funds requisite for the repression of the evil than to misappropriate these and chance the consequences. In some degree this object would appear to have been achieved. Recent information is to the effect that the Authorities are at the moment commencing active. They have supplied Admiral Li Chun, a capable leader, with a considerable number of "braves" and he is reported to be infusing energy into the operations against the pirates. The Chinese militia and armed forces, with steam up, stationed every 20 miles along the river bank. As far as the river is concerned these efforts are producing excellent results and in the Delta, also, there is said to be some improvement. These results support our contention that the suggestion of piracy is merely a question of men and money. Not inconceivably, the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The same reflection occurs with regard to the agitation against the Imperial Maritime Customs by the Editor of the 9th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is largely owing to the adoption of the part of the British Government of a non-possessive policy, these representations with the resulting diplomatic protests, can hardly have failed to produce a certain restraining effect upon the minds of the leaders of the Young China Party in taking any action against the Maritime Customs. It may yet be regarded as having attained a measure of success.

In the last division of the Hongkong section of the Report will be found a record of representations made on the subject of the disabilities imposed upon British shipping by certain Ordinances forbidding foreign vessels to carry contract labourers. The reasons advanced from here in support of a movement to obtain the repeal of these Ordinances will, it is hoped, recommend themselves to members.

Other subjects have engaged attention and a regular correspondence has been maintained by way of keeping the London Committee in touch with local opinion. The entire correspondence of the year will be laid on the table for the inspection of members at the Annual General Meeting.

The Annual General Meeting has been usually called in the Autumn but this year it was decided to hold it at the end of the year, the idea being that it is a more satisfactory arrangement to adopt the full divisions of the Calendar than to follow the old method by which two years were made to overlap. However, this is an unimportant matter. It will be a still better arrangement if the London Branch decides to issue an Interim Report every year on the eve of the Annual Dinner, thus relieving this Branch, as in the present occasion it stands relieved, of any necessity to publish. The corporate nature of the Association is best indicated and served by reports bringing together and displaying in unity the work of the various branches. A statement of accounts is appended showing a credit balance of \$620. The disbursement of our funds, due, in the main, to long telegrams on the Customs question, will not be grudged by members who share the Committee's view that its solution is a matter more vital and far-reaching, in general, and British trade in particular, than any with which this Association has yet been called upon to deal. It is now proposed to collect the usual yearly subscription of \$10 to carry on the work during 1907. A list of members is appended. Since the last Annual General Meeting there have been several changes in the personnel of the local Committee which now consists of Mr. A. G. Wood, Mr. D. R. Law, Mr. H. E. Tomkins, Mr. G. H. Medhurst, the Hon. Mr. E. Osborne, Mr. W. A. Crulick and Mr. M. Sturgeon, Chairman.

OUR SCOTCH LETTER.

(From our Correspondent.)
Edinburgh, November 29.
The good town of Banff and the neighbouring burgh of Moffat have received a pitiful gift from the hands of the Duke of Fife. After "consideration and consultation with his wife," the Princess Royal, he has made an offer to the joint community of his palatial ancestral home of Duff House and the grounds surrounding, to the extent of 14 acres, absolutely without restriction as to its future development and management. For generations the "lucky Duffs" have been adding acre to acre and estate to estate, until they are now one of the great estates in the north of Scotland, standing on the heights that overlook the fertile country on the shores of the Moray Firth, and seeing around him the houses of several impetuous lairds. He remarked that before long he would make "a" their residence as up to him. That prospect was well followed. But a contrary policy is now followed. The present Duke has divested himself of many acres of his landed possessions for the creation of smaller holdings, and in addition he has made several grants of land to the public. The last gift of Duff House, however, is the greatest of all. The question has been asked: "What are the two little communities to do with the big house? It is a palace. Almost it will be a white elephant." A suggestion has been made that Duff House should be turned into a hydro-park, but it is to be hoped that some better fate will befall the building, saved from the talons of the old Duke, one of the famous "Adolphus Brothers." To turn it into a temperance hotel would surely be ludicrous. Duff House has always been a favourite residence of the Princess Royal. One of her chief pleasures has been to walk through the fine policies and to fish in the lovely waters of the Devon. But her retired tastes, it is known, induce her to spend much of her time in the quietude of her home on Duff House. It is also to be regretted that her uncertain health will keep her more within the quiet circle of her family, and that in future she will appear very seldom before the public eye.

The wave of public feeling against the proposal of the War Office to remove Scotland's one cavalry depot is growing in height and strength. At first Glasgow and Dundee held somewhat aloof, presumable because Piershill barracks was situated in Edinburgh, and Scotland's one cavalry depot was in the hands of the British Army. Now the country has become practically one and there is but one voice of protest. The remarkable thing about the agitation is the way in which men of all the political camps are joining in the movement. Military opinion is not so clearly on one side, but even here it is admitted that, if money is available, and this is a large "if," Scotland is entitled to retain at least one cavalry regiment within its bounds, and have it so equipped in good barracks. It is pointed out that adequate training, it is pointed out that cavalry regiments never stay longer than eighteen months, or two years at the most, and that it cannot possibly get very rusty in that time. In these months great expense of country which is made available for the Scottish lairds and the Levant Scouts at their yearly camps.

Scotmen all over the world will hear with sorrow of the death of Colonel Wilson of Bannockburn, one of the veterans among our Volunteers. He joined the forces at the very start, and was the first captain of the Bannockburn Company, formed on the outbreak of the Scottish Twenty, however, that he became best known. For many years he was a familiar figure at Wimbledon, and on several occasions led the Scottish team to victory in the contest for the National Trophy. It was his successful when he took up the "captaincy" of the Scottish Eight, a small force shooting as he has been popular in Scotland, but even here he managed to do good work. In fact, all his life long he devoted himself to the fostering of good marksmanship. Himself on one occasion carried off the silver shield. He was the head of a large woolen factory at Bannockburn, where for many years he was the target of the Scottish regiments were manufactured.

The Association for the Promotion of Scottish Song is now fairly launched. A meeting has been held in Edinburgh, and others will follow in Glasgow, Dundee, and other parts of the country. The Association has come into being at an auspicious moment. We have had many evidences within a short month that the Scotman is becoming more and more conscious of his nationality; or at least that his patriotic consciousness is making itself articulate in a notable degree. This movement will have the good effect of men of all nationalities, because one of its objects is to prevent our good songs from being submerged by trash and twaddle from the music halls. At present, it is to be feared, the native product is too much neglected. Both in respect of music and musicians, and the Association will encourage not only Scottish folk-song, but also the writing of Scottish music. The idea is to do for Scotland what Brahms has done for Hungary and Grieg for Norway, and, by the way, Grieg is Scotch by descent.

Colons Abbey was reported last Sunday after careful deliberation. The work was well worth doing. The Abbey was founded by Malcolm, Thane of Fife, and tradition has it that St. Menno was born under its shadow. Outcasts used to be rich as power to the poor, with deeds of ships coming to its door. Nowadays it lies in a sleepy hollow, forgotten and forgotten. Even the once famous Colons girdle is no more. Homeless in these days of no help, outcasts, if they want them, they get them from the "knots" or "knots" and not from the Abbey. The Abbey is a fine old building, and should be in every household. For sale by all chemists and druggists.

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THE FAIR EAST. CHINA'S ASPIRATIONS.

The following is taken from the columns of the *China Mail*. The two recent joint efforts are significant of the trend of feeling towards foreigners in modern circles in Peking. One is in regard to a proposal to abolish extra-territoriality within a given period, and the other relates to a scheme for cancelling all foreign railway and mining concessions where a legal excuse can be found for such action.

Some of the Chinese media do not go ahead full speed in certain matters, though they are very loth to move at all in others. At present the pendulum is swinging against the foreigner. It is impossible looking at the matter impartially, but it seems very probable that the abolition of extra-territoriality will be a scheme for cancelling all foreign railway and mining concessions where a legal excuse can be found for such action.

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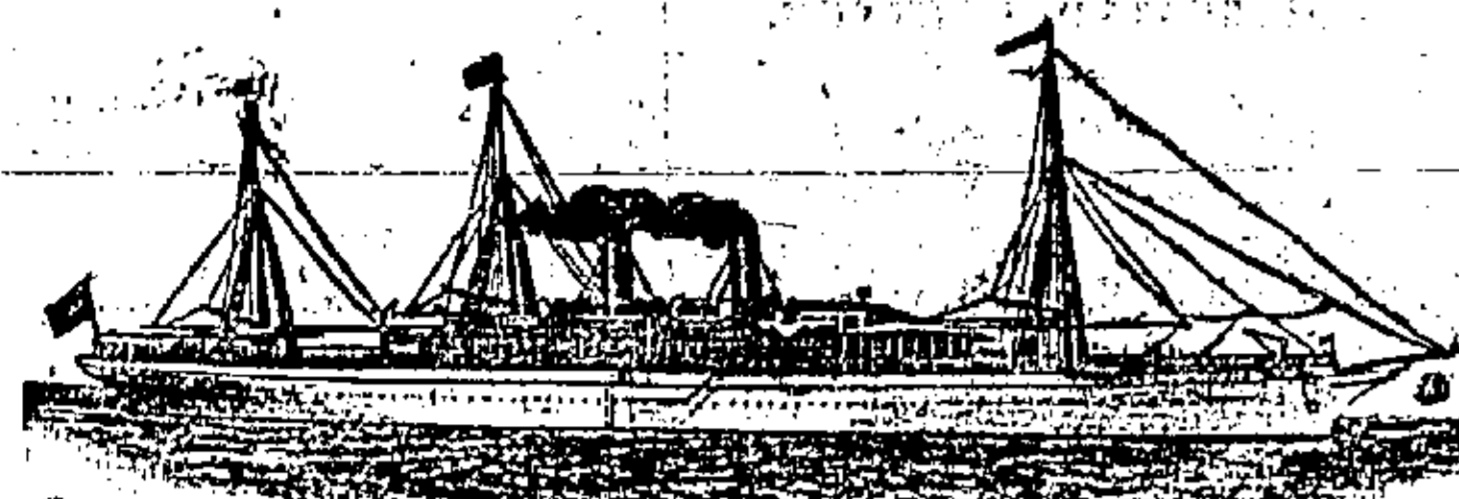
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MONTAGUE	6163 Tons	Wednesday, Jan. 23, 1907.
EMPERESS OF INDIA	6000 Tons	Thursday, Feb. 14, 1907.
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MARSHALLS, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HITACHI MARU, Capt. W. Townsend, Tons 7000	WEDNESDAY, 9th Jan., 1907.
VICTORIA, B.C., and SEATTLE, WASH., Via SHANGHAI, MOJI, KOBE & YOKOHAMA	KANAGAWA MARU, Capt. M. J. Curran, Tons 6000	WEDNESDAY, 23rd Jan., at Daylight.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	AKI MARU, Capt. M. Tani, Tons 6000	TUESDAY, 8th Jan., at 4 p.m.
BOMBAY, Via SINGAPORE, PENANG, MADRAS AND COLOMBO	IYO MARU, Capt. W. Thompson, Tons 6200	TUESDAY, 22nd Jan., at 4 p.m.
.....	YAWATA MARU, Capt. H. Harrison, Tons 4500	FRIDAY, Jan. 25, at Noon.

* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe in connection with the Great Northern Railway and Atlantic Steamers, Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

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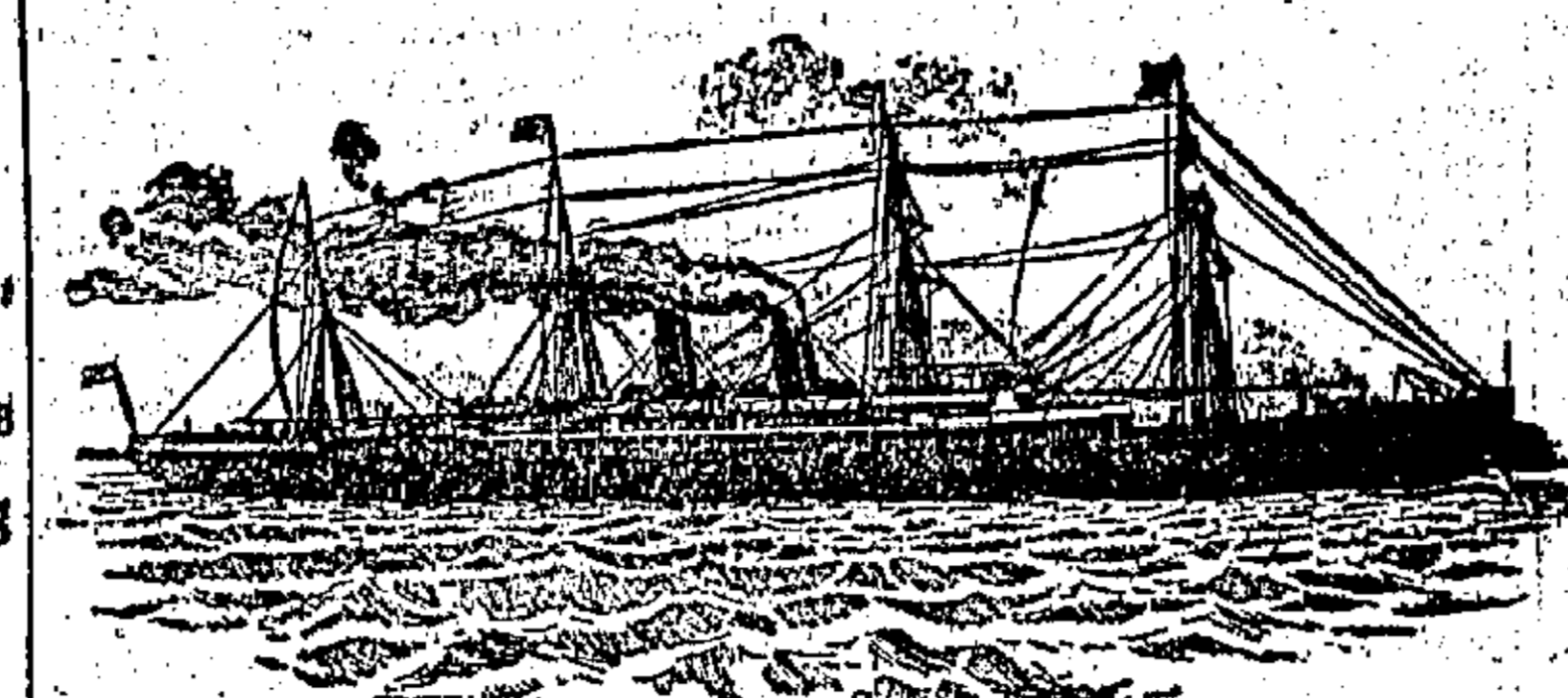
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SIBERIA, 18,000 "	TUESDAY, 15th Jan., at Noon.
CHINA, 10,200 "	TUESDAY, 22nd Jan., at Noon.
MONGOLIA, 27,000 "	TUESDAY, 29th Jan., at Noon.
NIPPON MARU, 11,000 "	TUESDAY, 5th Feb., at Noon.
DORIC, 9,500 "	FRIDAY, 12th Feb., at Noon.
COPTIC, 9,000 "	SATURDAY, 19th Feb., at Noon.
HONGKONG MARU, 11,000 "	TUESDAY, 26th Feb., at Noon.
KOREA, 18,000 "	FRIDAY, 29th Feb., at Noon.

* Twin Screws.

RECORD FAST TRIPS.

Yokohama to San Francisco, via S. S. SIBERIA, 18,000 tons, September 18-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via S. S. SIBERIA, 18,000 tons, August 16th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama, via S. S. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 15 days, 13 hours.

Yokohama to San Francisco, via S. S. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905; 10 days, 10 hours and 29 minutes.

THE T. K. K. Steamship AMERICA MARU will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 8th January, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, via MOI, KOBE & YOKOHAMA, FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
NUMANTIA	4270	FELDMANN	January 8.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR TAKOW, VIA ANPING & SHANGHAI, NANCHANG, Jan. 4, at 4 p.m.

SHANGHAI, YOKOHAMA, KOBE, Jan. 4, at 4 p.m.

SHANGHAI & CHINKIANG, YOKOHAMA, Jan. 4, at 4 p.m.

MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE, CHANGSHA, Jan. 6th January.

OSU & ILOILO, SUNDAY, Jan. 12, at 4 p.m.

YOKOHAMA AND KOBE, TAIYUAN, Jan. 19, at 4 p.m.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table.

Advisory qualified Surgeon on board.

* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED JALOOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light—Perfect Cuisine—Surgeon and Stewards on board. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	2540	R. Rodger	Manila	Saturday, Jan. 5, at Noon.
RUBI	2540	R. Almond	Manila	Saturday, Jan. 12, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

TO SAIL

For Freight and further information, apply to

SHEWAN TOMES & CO., General Agents.

Shipping.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD—BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
SEYDLITZ	WEDNESDAY, 16th Jan.
PRINZ HEINRICH	WEDNESDAY, 30th Jan.
ONEISENAU	WEDNESDAY, 13th Feb.
PREUSSEN	WEDNESDAY, 27th Feb.
PRINZESS ALICE	WEDNESDAY, 13th Mar.
PRINZ LUDWIG	WEDNESDAY, 27th Mar.
ZITFEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ ETEL FRIEDRICH	WEDNESDAY, 8th May.

ON WEDNESDAY, the 16th day of January, 1907, at Noon, the Steamship SEYDLITZ, Captain

will leave this Port as above, calling at Naples and Genoa.

Shipping Orders will be received till Noon, on Monday, the 14th January. Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 15th January, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 15th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than 25.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewards.

Linon can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

1st CLASS	2nd CLASS	3rd CLASS
To Naples, Genoa and Gibraltar	£81. 0. 0.	£42. 0. 0.
Return	91. 0. 0.	53. 0. 0.
To Southampton, London, Bremen and Hamburg	65. 0. 0.	44. 0. 0.
Return	97. 0. 0.	63. 0. 0.
To New York, via Suez, via Naples, Genoa or Gibraltar	64. 0. 0.	44. 0. 0.
Return	115. 0. 0.	79. 0. 0.
To Bremen or Southampton	63. 0. 0.	48. 0. 0.
Return	123. 0. 0.	83. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR. Via INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERUPTION OF THE VOYAGE IN EGYPT.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

For further particulars regarding Freight and Passage, apply to

OSCAROWITZ & Co., Agents.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOF, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
SANDAKAN	1793 tons, FRIDAY, 4th Jan., 1907.
MANILA	1780 tons, FRIDAY, 1st Feb., 1907.
PRINZ WALDEMAR	3227 tons, THURSDAY, 28th Feb., 1907.

ON FRIDAY, the 4th day of January, at Noon, the Steamship SANDAKAN, Captain WERNER, with Mail, Passengers, and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

1st CLASS	2nd CLASS	3rd CLASS
To MANILA	£50. —	£30. —
To NEW GUINEA	£125. —	£110. —
To BRISBANE	£230. —	£220. —
To SYDNEY	£235. —	£225. —
To MELBOURNE	£240. —	£230. —
To YOKOHAMA	£80. 0. 0.	£40. 0. 0.
To KOBE	£95. 0. 0.	£50. 0. 0.
To YOKOHAMA & back from KOBE to HONGKONG	£110. 0. 0.	£100. 0. 0.

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG

To Europe via Australia and Colombo by Imperial

Mail Steamer

To Europe via Australia and America

(from Australia to New York via Vancouver by the O. P. R. Co.'s steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA, PRINZ HEINRICH, WEDNESDAY, Jan. 2.

Do GNEISENAU, WEDNESDAY, Jan. 16.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

via Vancouver or San Francisco to NEW YORK by the O. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:—

1st CLASS	2nd CLASS	3rd CLASS
to London via Plymouth or Southampton	£82. 0. 0.	£42. 0. 0.
to Bremen via Hamburg	£65. 10. 0.	£35. 0. 0.
to Paris via Cherbourg	£65. 0. 0.	£35. 0. 0.
to Naples, Genoa, via Gibraltar	£65. 0. 0.	£35. 0. 0.

Passage money payable in local currency at current night Bank Rate of Exchange on the day of payment.

For further Particulars, apply to

Norddeutscher Lloyd.

MELCHERS & CO., Agents.

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co. Limited.

Reprinted from the 'CHINA MAIL'.

Price

It is had at the 'China Mail' Office.

8 Wyndham Street.

Shipping.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship OCEANIAN, Captain MAJOUR, will be despatched for the above ports on or about MONDAY, the 7th January, 1907.

G. DE CHAMPEAUX, Agent.

Hongkong, January 2, 1907.

MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DIBOUTI, MARSEILLES, LONDON, HAVRE, BORDEAUX, MONTPELLIER, NANTES AND BLACK SEA PORTS.

THE Steamship YARRA, Captain SELLIER, will be despatched for MARSEILLES on TUESDAY, the 8th January, 1907, at 1 p.m.

This Steamer connects at Colombo with the Australian line, a. s. 'Vale de la Ombra' bound for MARSEILLES, via BOMBAY and ADEN.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S. S. SALAZAR

S. S. OCEANIAN

S. S. TOULON

G. DE CHAMPEAUX, Agent.

Hongkong, November 28, 1906.

NAVIGAZIONE GENERALE ITALIANA.

(FRANCIS & RELATIVES UNITED COMPANIES).

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Aden, Suez, Port Said, Marseilles, Naples, Genoa, and Genoa; also YOKOHAMA, THURSDAY, all Mediterranean, Adriatic, Levantine, and SOUTH AMERICAN PORTS up to CALTA.

Taking Cargo at through rates to PERMAN, GOLF and BAHAMA, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE

